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12 August 1983

LATIN AMERICA REPORT

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BRIEFS

OIL PRODUCTION--Buenos Aires, 25 Jul (NA)--The Energy Secretariat has reported that the national oil production during the first 6 months of the year totaled 13,944,000 cubic meters in comparison to the 14,102,800 cubic meters during the same period last year. This means that oil production has decreased by 1.1 percent. Coal production during the first 6 months of the year totaled 250,400 tons in comparison to 237,100 tons during the same period last year, which means that coal production has increased by 5.6 percent; the injection of gas during the first 6 months of year totaled 6,239.2 billion cubic meters in comparison to 5,629.4 billion cubic meters during the same period last year, which represents an increase of 10.8 percent. Moreover, while the country imported 804,700 cubic meters of oil worth \$170,387,600 in 1982, it has not imported oil during the first 6 months of year. [Summary] [Buenos Aires NOTICIAS ARGENTINAS in Spanish 2315 GMT 25 Jul 83 PY]

ANDEAN GAS PIPELINE--Buenos Aires, 22 Jul (DYN)--The state gas corporation signed an agreement today with the Rio Negro Province committing itself to build the Andean gas pipeline. It was officially announced that the construction of this gas pipeline will cost 335 million Argentina pesos and that it will have a capacity of 400,000 cubic meters per day. The pipeline will serve the southern region of Neuquen and the bordering area with Rio Negro and it basically consists of constructing a 410-km gas pipeline that will unite the Plaza Huincul production area with Bariloche, passing through Pilcaniyeu. Moreover it will have a 100-km extension to Junin de los Andes and from there another 43-km extension to San Martin de los Andes. There are also plans to install a future extension to Esquel. [Summary] [Buenos Aires DYN in Spanish 1930 GMT 22 Jul 83 PY]

CSO: 3348/591

PETROBRAS TO BEGIN GAS PIPELINE CONSTRUCTION IN NORTHEAST

Sao Paulo O ESTADO DE SAO PAULO in Portuguese 23 Jul 83 p 22

[Text] Rio--The Brazilian Petroleum Corporation (PETROBRAS) this year will begin construction of the biggest gas pipeline in the country--the "Nordestao" [Big Northeast], 410 kilometers long, linking Rio Grande do Norte and Pernambuco and running parallel to Highway BR-101--the purpose of which is to carry to northeastern industries, in substitution of fuel oil, the 750,000 cubic meters of natural gas that are now burned daily without any utilization.

In giving this information, the production director of PETROBRAS, Joel Mendes Renno, revealed that the gas pipeline will require investments equivalent to about \$100 million, to be obtained from the PETROBRAS budget despite its reduction as a result of the cuts made in the state companies.

At the present time, the gas fields of the Rio Grande do Norte Basin situated on the continental shelf of Rio Grande do Norte produce about 1 million cubic meters of gas a day. Of that total, 250,000 cubic meters are reinjected in the oil-producing wells of the region in order to increase their pressure and thus raise daily production. The remaining 750,000 cubic meters have to be burned because there is no system for its industrial use.

PETROBRAS has already completed surveying the natural gas needs of the industries on the future route of the "Nordestao" gas pipeline and confirmed the possibility of the immediate absorption of a volume of 750,000 cubic meters daily. Between Rio Grande do Norte and Pernambuco, there are industries in the textile, ceramics, cement, chemical and petrochemical sectors that can change from fuel oil to natural gas without large investments.

According to director Joel Renno, that change will save fuel oil amounting to 4,500 barrels of oil per year, which will avoid expenditures of \$50 million annually. PETROBRAS intends to sell the natural gas from the Rio Grande do Sul offshore deposits at an "appropriate price," according to Renno, in order to stimulate its use instead of fuel oil by the northeast industries.

The Rio Grande do Norte-Pernambuco gas pipeline will begin at the Guamare compressor station, already in operation, located near Macau in Rio Grande do Norte and 150 kilometers from Natal. From there, it will go in the direction of the city of Limoeiro in Pernambuco with its route running parallel to Highway BR-101. In addition to the 410 kilometers of its main trunk, the gas pipeline will have 100 kilometers of branches.

8711

CSO: 3342/154

USE OF PETROLEUM DERIVATIVES DROPS 6.1 PERCENT IN 6 MONTHS

Sao Paulo O ESTADO DE SAO PAULO in Portuguese 21 Jul 83 p 25

[Text] Brasilia--The national average daily consumption of oil derivatives was 946,600 barrels in the first half of this year, representing a reduction of 6.1 percent compared to the average for the same period last year, the Ministry of Mines and Energy reported yesterday. During the same period, however, the consumption of anhydrous and hydrated alcohol increased 60.2 percent. The average production of national oil also increased from 257,600 barrels per day in the first half of 1982 to 321,400 barrels in the first half of this year, representing an increase of 24.8 percent.

The increase of national oil production and of alcohol consumption, according to the Ministry of Mines and Energy, resulted in a 16.7 percent reduction of national dependence on imported oil, which dropped from 750,400 barrels per day in the first half of 1982 to 625,200 barrels daily in the same period this year. The ministry's goal is to reach the end of this year with imports of only 400,000 barrels a day.

The reduction of the consumption of oil derivatives in the first 6 months of this year broken down by product was: gasoline, 15.2 percent; fuel oil, 19 percent; diesel oil, 1.1 percent; and asphalt products, 32.1 percent. During the same period, however, the consumption of liquefied petroleum gas (cooking gas or LPG) increased 8.4 and naphthas and petrochemical gasoils, 28 percent.

Natural gas presented the greatest consumption increase figure, in the order of 7.14 percent, with the daily average of 14,000 equivalent barrels of oil in the first half of 1982 rising to 24,000 equivalent barrels of oil in the first half of 1983.

The consumption of oil derivatives and alcohol presented the following picture in the first half of 1983 compared to the same period last year:

[Table on following page]

<u>Energy Derivatives</u>	<u>1982</u> (in 1,000/bbl per day)	<u>1983</u>	<u>Difference</u> (in %)
Energy derivatives	882.0	812.0	-7.9
Diesel oil	307.3	303.8	-1.1
Fuel oil	233.4	189.1	-19.0
Gasoline	184.7	156.7	-15.2
LPG	94.8	102.8	+8.4
Others	61.8	59.6	--
Nonenergy derivates	136.6	151.8	+11.1
Naphtha and petrochemical gasoil	81.8	104.7	+28.0
Asphalts	15.9	10.8	-32.1
Others	38.9	36.3	--
Total:	1,008.0	946.6	6.1
 Average national production (bbl/day)	257.6	321.4	+24.8
Need for imported oil (bbl/day)	750.4	625.2	-16.7
Hydrated alcohol	25.1	45.3	+8.5
Anhydrous alcohol	28.9	41.2	+42.6
Total alcohol:	54.0	86.5	+60.2

8711

CSO: 3342/154

DAILY OIL PRODUCTION TO HIT 397,000 BARRELS BY DECEMBER

Sao Paulo O ESTADO DE SAO PAULO in Portuguese 23 Jul 83 p 22

[Text] Rio-National oil production, the daily average of which will hit about 326,000 barrels this month, will increase successively beginning in August until reaching an average of 397,000 barrels a day in December, a month when it should hit the peak of 400,000 barrels of oil for one day's extraction.

On revealing these figures, the production director of the Brazilian Petroleum Corporation (PETROBRAS), Joel Mendes Renno, said that the aggregate oil production for this year should reach 124 million barrels, representing an increase of 24 percent compared to 1982 production. The same percentage increase should occur in 1984 thanks to the beginning of activities of the definitive systems being installed in the Campos Basin, today the country's largest oil-producing area.

In the first half year, Renno said, the daily production average was 322,000 barrels compared to 258,000 barrels for the same period last year. After the expected average of 326,800 barrels this year, national oil production will make continual increases: 330,800 barrels daily in August; 347,700 in October; 394,700 in November and 397,000 in December. Those results will be possible thanks to the entrance into operation of three platforms of the definitive systems of Namorado-1, Enchova and Cherne-2 in the Campos Basin, in addition to the anticipated system of the Corvina field, where the deepest producing well in the world will be completed, at a water depth (distance between the surface and the sea bottom) of 227 meters.

Despite the increase of national oil production, reserves continue to rise, said director Joel Renno, explaining that that shows that production is not being carried out in a predatory manner but preserving national deposits.

At the end of 1982, the national reserves of crude oil, liquefied natural gas (associated with petroleum) and gas equivalent to petroleum totaled 2.14 million barrels. At the present time, those reserves total 2.31 billion barrels. The reserves of natural gas alone increased from 67.2 billion cubic meters at the end of 1983 to a volume of 81.3 billion cubic meters at the end of the first half of this year.

Renno revealed also that in addition to the Campos Basin, the wells of the Rio Grande do Norte Basin (encompassing the oil-bearing fields of Ceara and Rio Grando do Norte) have been making a substantial contribution to the increase of national production. In that area, characterized by wells drilled only 400 meters deep, reserves rose from 70 million to 215 million barrels from 1979 to this year. At the present time, the Rio Grande do Norte basin produces 40,000 barrels daily extracted from 450 wells on land and 50 on the continental shelf.

8711

CSO: 3342/154

CUBAN COOPERATION WITH GRENADA DESCRIBED

Aid Since 1979

Havana CUBA INTERNACIONAL in Spanish Jun 83 pp 42-45

[Article by Javier Rodriguez: "Islands of Friendship"]

[Text] In the small Caribbean state of Grenada just liberated from its colonial status, a persistent battle is being waged on behalf of the development and happiness of a people. Cuba is committed to that legitimate endeavor also, following an internationalist principle of fraternal solidarity. This article attempts to provide a summary of the close collaboration between the two countries.

The struggle for development on the part of a small, poor country always has dramatic features and is usually replete with incredible episodes of tenacity and sacrifice. But if, in addition, it meets with the opposition of the major interests of international capitalism, always accompanied by pressure and threats, the task becomes herculean.

However, the myth of impossibility can be destroyed, and there are already sufficient examples to confirm this assertion when national unity is achieved around the goal. It is precisely these modern epic events which also arouse international solidarity, a valid response from peoples to the obstacles in their path.

Grenada is no exception to this rule. Immersed in the intoxicating revolutionary tide triggered by the New Jewel Movement in March 1979, the small state located in the Caribbean, with its 311 square kilometers of area and its 110,400 inhabitants, constitutes a clearcut example of the battle for the future.

With a fundamentally agricultural economy, the leading items in which are represented by cacao, nutmeg and banana production, it has also become, with the passage of time, a special attraction for foreign tourists.

But, as a logical result of the foreign plundering, Grenada had to add to the dependence to which the colonialists always doomed it a weak infrastructure that prevented it from progressing along the path of a development of its own.

And it is precisely to overcome this situation, in addition to the attention given to education and public health, that the revolutionary government headed by Maurice Bishop has devoted its greatest effort since the very day of the overthrow of Eric Gairy's tyranny and despite constant harassment from the United States.

Great success has already been accrued in this all-important endeavor, and the international cooperation which the Grenadan epic has caused to flow from several friendly countries has also played its role therein.

In the case of Cuba, the aid to Grenada began almost immediately after the revolutionary victory; because only a month later both nations established diplomatic relations and, when another 30 days had elapsed, the Joint Commission for Economic and Scientific-Technical Cooperation was set up. In the same year, 1979, a Cuban medical brigade, together with builders and specialists in different fields, began rendering their services in Grenada, in what constituted a test of speed in response to a request from a country needing support.

According to the agreements signed by the Cuban State Committee for Economic Cooperation (CECE) with the Grenadan state agencies, the cooperation between the two countries is to take place in the forms of technical assistance, donations, training, missions, exchanges of information, experience and materials, joint research and the execution of investments.

The programs carried out by Cuban technicians and specialists are having a particular effect in the economic and social areas, are helping to increase the Caribbean nation's sources of income and are aiding the government's efforts to increase and diversify the sources of the population's employment, a task in which good progress has been achieved.

Among the sectors that have already received the benefits of that aid are those of construction, fishing, public health, communications, transportation, education, agriculture, culture, sports, foreign trade, planning, finance, banking and statistics.

A quick assessment of the progress made in this cooperation shows encouraging results and readily affords an appreciation of the speed at which it is advancing.

In the fishing sector, Cuba gave Grenada 10 ships and spare parts to help organize the state fishing industry; while at the same time providing Grenadan personnel with training in fishing skills and different slots in schools specializing in and doing research on the country's marine resources, carried out aboard Cuban ships.

Cuban specialists in the educational sector also offered advice in planning and executing the National Literacy Campaign, and in preparing the work-study system for the schools. Moreover, Cuban instructors gave courses in the Spanish language, and Grenadan grant recipients on the higher and medium levels are studying in Cuba.

Pilots and mechanics in the aviation field also went to Saint George's to share their knowledge with Grenada personnel; and, last September, an agreement was signed on air services which establishes the official premises for intensifying relations in the civil aviation area.

The Cuban medical brigade has worked for over 3 years, both on Saint George's and on Carriacou and Greenville, the other two islands in the archipelago. Pediatricians, orthopedic specialists, ophthalmologists and technicians comprise that group, which is highly esteemed by the local populace.

During the ceremonies held to mark the third anniversary of the revolutionary victory, in March 1982, a modern medium wave radio transmission center built with the cooperation of Cuban workers and technicians was opened.

A task force for cacao was formed by the two countries. The group is now analyzing the possibilities for the processing and joint marketing of that product in Cuba, as well as the commercial transportation problems.

In the agricultural sector, tractors and coffee seed were donated by Cuba, which also provided the advice on forestry and exchanged scientific and technical information in various fields.

In addition to the delivery of sports equipment, the larger Caribbean island supplied advice to Grenada on physical education discipline and on the organization of the sports participation system, after the signing of agreements in that area.

Finally, at the request of the Grenadan state institutions, Cuba made a study of the water conduit to the capital and of the country's hydrometric system; sent equipment for gaging rain and volumes of flow of rivers; and built an industrial complex consisting of an asphalt plant, a mill and a quarry with a capacity to produce 7,000 tons of asphalt and 6,000 cubic meters of gravel per month.

When discussing the relations between Cuba and Grenada, we must mention one very special project, a highly significant mutual endeavor which will mark those bonds forever.

Point Salines is located at the southern tip of the island of Grenada, but just a few minutes from Saint George's the country's capital. That is the scene of a spectacular battle, with the participation of a contingent of Cuban builders and Grenadan workers, bent on finishing the international airport which will represent a decisive contribution to the national economy.

It may be said without fear of error that this is not just any airport, or just another project among the combined tasks undertaken by the Grenada revolution.

As we have already noted, tourism represents a major source of income for the small state, with a constantly rising future projection. Between 1979 and 1980 285,000 tourists arrived in Grenada by sea, and more than 61,000 remained there for long periods of time, despite all the campaign of hostile propaganda fostered by the American press media in particular.

The greatest obstacle to an increment in the entry of hard currency through this means lies in the difficult conditions for reaching Grenada by air; because it has only the small, old air terminal at Pearl's without opportunities for the landing of large aircraft which carry large numbers of tourists, and also lacking in night lighting.

In view of this situation, the construction of the new, modern international airport has assumed extremely great, critical significance; in addition to being a long-standing desire of the Grenadan people, who could never have carried out that vital task in the past.

The site selected (Point Salines), at the southern tip of the island, was an uneven strip of land, like almost all of Grenadan territory, with a bay, different elevations and a salt marsh. And we are describing what it was like, because the topography of the terrain was totally transformed by the work of the 20th Anniversary of the Victory of Playa Giron contingent of Cuban builders and their Grenadan comrades, who have been working there since the end of 1979.

Between 300 and 350 Cubans, plus a similar number of Grenadans, were responsible for eliminating the hills, for moving over a million meters of dirt and for refilling a bay area equivalent to 400 meters wide by 150 meters in diameter, after having done the dredging, of course, and starting to build a paved runway measuring 2,743 meters long by 60 meters wide.

Activity comprising many hours per day, both day and night, all week long, indicated the desire to complete the work and made it possible to set an ambitious target for finishing the airport: 13 March 1984, when the great project will be turned over, thus coinciding with the fifth anniversary of the revolution.

The importance of the airport was stressed by the prime minister himself, Maurice Bishop, who described it as "the most important project for the future development of Grenada, and the most significant one undertaken by any government in the nation's history."

A real popular movement has also developed around the project, defending it against the attacks from abroad, which are vainly attempting to distort the economic goal that it involves.

In his book, "Grenada: the New Jewel of the Caribbean," the journalist Jorge Luna describes that mobilization of the people, and in one sentence depicts the significance of the air terminal:

"Point Salines will not only symbolize for decades the Grenadan people's hopes for development, but will also be a concrete monument to the tenacity with which the Saint George's government has struggled for its economic independence."

Engineer Interviewed

Havana CUBA INTERNACIONAL in Spanish Jun 83 p 44

[Text] This is not the first airport construction in which engineer Eduardo de la Osa, chief of the 20th Anniversary of the Victory of Playa Giron group comprised of builders from the Union of Caribbean Construction Enterprises (UNECA), has participated.

He has already taken part in the work done in connection with the planning and subsequent construction of an air terminal in Guinea, Conakry, also built by Cuban workers. But he admits that the Point Salines project has some very complicated features, which were discovered after the work began.

"In the first place, the material comprising the elevations which had to be eliminated is a kind of volcanic "tuff" which is rather hard, and for which we had to use

large amounts of explosives. Just imagine, during the first months we consumed as much as 1,000 tons of explosives every 30 days. Then there was the dredging and refilling of the bay, the construction of two stone levees 400 meters long at each end, the extraction of mud and the refilling of a large salt marsh, which was located on the site through which the runway will now pass; which were also difficult tasks."

But the aggressiveness and technical skills of the members of UNECA, at all times combined with the cooperation of the Grenadan workers, made the miracle possible. And the construction of the runway is progressing unceasingly.

For its exemplary work, the contingent deserved to win the flag which accredited it as the best of the Cuban groups working abroad, in 1982; and De la Osa discloses that, among the indexes that made this possible, was the 110 percent fulfillment of the production plan, the productivity, the work discipline and the progress in the plan, despite the difficult nature of the project. Work was done on it without a set schedule and with very little rest, because everyone was imbued with the significance of the airport to the people of Grenada.

The engineer thinks that the most intense phase is beginning now, because in a very short time they will have to finish the runway, and build the control tower and other supplementary facilities for operating. This involves complex endeavors, requiring good coordination of the work.

"It is fitting to stress the support, assurance and technical assistance that the central agency has always given to the contingent, as was required for a task of this magnitude; as well as the attention that we received from the Grenadan Government and its most prominent leaders."

To De la Osa, the experience that he is having is thrilling to him as a technician and as a revolutionary, and his only aspiration is to see the airport finished, after having witnessed all the phases of its construction from the beginning. As for the date of completion, he has no doubts:

"We shall turn it over in March 1984. The commitment will be fulfilled, because all the workers who are there expending their best efforts will guarantee it."

Medical Aid

Havana CUBA INTERNACIONAL in Spanish Jun 83 p 45

[Text] Dr Sonia Aguila Setien was in charge of the Cuban medical brigade until June 1982, and speaks enthusiastically about her stay in Grenada and about the work of her comrades.

That brigade had a total of 16 members, and it has now been replaced by an equal number of health workers. The specialties covered are gynecology and obstetrics, psychiatry, otorhinolaryngology, ophthalmology, pediatrics, orthopedics and internal medicine; and while one group works on Saint George's and Greenville, another stays at the local hospital on the island of Carriacou.

She remarks: "The communication between the Grenadans and the Cuban doctors is fantastic. They not only went to the hospitals but, even during the night, they would come to our dwellings so that we could treat them."

Dr Aguila recalls that the comrades who worked on Carriacou constituted the first medical brigade to render full-time assistance on that island. Previously, the inhabitants had to take a small plane to go to Grenada (the "big island"), in order to be treated.

On Sundays, the Cuban doctors move to more remote areas to give consultations to whose living in them, thereby expanding the radius of activity.

A glance at the statistics shows that, between June 1979 and December 1981, the Cuban doctors treated a total of 115,631 cases, 46,367 of which involved internal medicine, and 38,433, pediatrics. Nearly 14,000 orthopedic cases and 9,000 ophthalmological ones complete the picture of the specialties most sought during that period.

In the surgical area, it should be noted that there were 388 major surgical operations and 379 minor surgical ones, in addition to special treatment in the areas of orthopedics and otorhinolaryngology.

Dr Aguila states: "I think that the comrades have an excellent attitude, and maintain their willingness to work at any time, on any day and in any place. That experience was marvelous for me, because the Grenadan population is also marvelous. I believe that I learned more during that time than in my previous daily work, and I really felt useful at all times."

Something that greatly impressed Dr Aguila was the dedication that Prime Minister Maurice Bishop and the other members of the government give to the public health problems. When she talks about Bishop, her eyes light up:

"He is a very sensitive leader, very closely linked to the masses and very beloved by them. His connection with the brigade is close and daily; he acts without intermediaries to deal with matters of medical care for the people, and he has a great understanding of the importance of this work front. He really impressed me very much, and all the other comrades as well."

Point Salines Airport

Havana BOHEMIA in Spanish 15 Jul 83 No 28 pp 26-35

[Article by Frank Hechavarria: "An Airport That Is Being Taken to Them"]

[Text] We had just landed at Pearl's airport in Grenada, and it was the air travelers themselves who were the first to agree that a larger airport was quite necessary for the island, because the present one is submerged in a deep valley on the coast of the mountainous "Island of Species": and, added to this is its long distance from the capital (Saint George's), and its primitive, inoperative nature, compounded by the natural topographical barriers, which prevent its expansion.

But while we were greatly shocked by the landing on that narrow runway with mountains on one side and the sea on the other, we were even more amazed by the trip along an (also) narrow highway from Greenville (where the airport is located) to Saint George's; a journey which takes more than an hour and which must have a little of everything, less pleasant and idyllic, because on it one encounters cliffs and sharp curves which stand one's hair on end; in addition to the steepness and length of the road, leaving anyone exhausted.

Added to all this is the fact that the Grenadan drivers seem to imitate that Argentine driver who drove through our locality one day; I am referring to Fangio. And when you least expect it, you have to jump in your seat, because in the middle of a sharp curve another car overtakes ours, as if it were trying to swallow it. The scare disappears in a moment, and the driver's laugh and lively advice is very telling: "Don't worry, there are no accidents here; everyone is accommodated." Nevertheless, I kept thinking what would happen if an accident were to occur on one of those cliffs. In any event, the only consolation left for any visitor arriving in Grenada by air at present is that, next year, it will have a new international airport with all the advances and conveniences.

History of an Airport

Chatting with Ron Smith, a Grenadan design engineer who has for several years been contributing to the construction of various airports on the Caribbean islands, means going back several decades. He explains that, since 1954, the studies on possibilities of building airports on the islands of Saint Vincent and Grenada have been made by the British, Americans and Germans, as well as Smith himself, who made several designs. In all of them, the conclusion was reached that only two sites could be used for an airport: the Pearl's area (where the present one is located), and the Point Salines zone (where the new international airport is under construction). The Grenadan engineer recalls having held several discussions of the problem of winds, and subsequent analyses convinced him that the ideal location was Point Salines and not Pearl's; because the latter had crosswinds and very extensive swampy areas; and a river crossed the center of where the runway was supposed to be. Studies conducted by Cuban engineers would prove he was correct.

Smith recalls all the work that he did during the Gairy government, and how his efforts were disregarded by the no-account tyrant, who was not concerned about building the airport at Point Salines, merely because that land belonged to one of his political foes. He also recalls, with pleasure, his first meetings with the Cuban engineers who had come to make the initial plans, such as Comrade De la Osa, chief of the Cuban contingent that is engaged in the airport construction.

Smith remarks: "I remember all that very well: the first talks with Comrade Montelongo, who was the representative of the Cuban minister of construction, and who headed the Cuban delegation. And what we talked about shook me. He told me that they were here to see my plans, and at that time I had really already lost hope that my dream, and that of many Grenadans, of seeing an international airport in Grenada, would become a reality. But I was moved even more when, in the talk

with Montelongo, he told me that the men and equipment were already on their way, on a ship bound for Grenada...That did hit me hard; I was baffled!"

The Work Starts

A conglomerate is being erected around us in a self-confident fashion, consisting of several bays made of steel beams, interconnected by an ingenious method that manages to form a single building; something new in this construction system. But far earlier than what we are observing now had occurred, it was necessary to work very hard, primarily on the runway which is now almost finished.

Two civil engineers and an architect, Jacinto Reyes Valero, technical chief of the Cuban contingent; Juan Manuel Hernandez Rodriguez, chief of the airport's engineering department; and Enrique Bolanos, in charge of the architectural projects, hark back to the first time that the Cubans began clearing and leveling that completely virgin area filled with natural obstacles which had caused the Grenadans who went to the site to exclaim: "They are crazy; an airport cannot be built here!"

Architect Bolanos, one of the contingent's pioneers, relates: "That first vanguard which arrived in December 1979 found this place filled with hills, and it was nothing but brush. The members did not know where to start, because there was not even a real location for the runway. It must be said that, at that time, all the equipment which arrived was new; and so the work was started, clearing and felling woods. The outlines, the design process and the positioning of the runway were carried out immediately. Engineer Perdomo, the general designer of the airport, also came along with that first group. Thereupon, the studies of various types and the precise topographical survey were begun. Then a general plan was made, and the sectioning of the hills that were here started. That also called for a geological and bathymetric study.

"Everything was done simultaneously, as were the geological studies for the quarry and those on how they were going to put up the stone mill, the asphalt plant, etc. Everything was done immediately..."

Bolanos continues: "Then came a second phase, when the systematic work began. As I said, at that time we had all the technical equipment; it was our happy time with the equipment. We had eight Komadzu bulldozers and five D4-93 type (which the comrades call "old black"), as well as six scrapers and nearly 48 MAZ-500 dump trucks; in all, it comprised complete equipment. And we began destroying mountains: morning, afternoon, evening and dawn."

It was from this that we learned that, simultaneously with the clearing work, the blasting was done; and it is fitting to note that, during all that difficult period, there was not a single accident.

Bolanos recalls: "There are two things to stress about that terrific work phase: one was the refilling of the salt marsh, and the other was the elimination of large hills. But I think that the work done on Salt Pond was the worst, because there was not only a salt marsh there, but a swamp as well; and the mud that had to be removed was dreadful, and at the same time we were refilling with the available equipment,

with bulldozers and trucks, and mainly by hand. There were times when the water almost covered the Komadzu's. That went on day after day, and night after night (at night that place seemed like a 'fire beetle nest') until we dried and filled it. In my opinion, that was the hardest job that we have faced here."

Engineer Jacinto Reyes stresses the fact that our country's best specialists in each branch of construction related to this enormous project have worked on this airport and its plans. In other words, this is a new and highly significant experience; and it was also taken into account when the intermediate technicians were selected.

Hardy Bay

When translated directly into Spanish "Hardy Bay" would mean "Bahia Dura," and the refilling of the bay of this name actually represented something like that; a bay divided in two, through the middle of which passes a broad platform solidly entrenched in its bottom, over which the new runway, already paved in that section, crosses resolutely.

For the refilling of this roadstead and the levee that would be built on it, a dredging job was devised that would extract any particle that was not solid, down to the foundation course. In other words, all the mud and sand would be removed from the bottom of the strip on which the levee would be built.

Engineer Jacinto Reyes remarks: "For this job, it was intended to bring a dredger from Cuba, an even bigger and better one than that doing the work; but to tow it from there was uneconomical, because it was necessary to keep a dredger, so necessary in Cuba, in that bay nearly an entire year. So the government of Grenada contracted with an American company, which was to be responsible for the entire cleanup of the strip on which the refill for the runway foundation would go. This job was done by the dredger 'Robert McCarron,' which began work as soon as it arrived."

Treading On Its Heels

Architect Bolanos now comments: "It is fitting to note another effort by our internationalists. The terms of the contract with the American company proposed the dredging of the strip on which the Cubans were to build the levees, for which an average of 2 and a half months for completion was stipulated, after the dredging had been finished. While this was going on, the dredging would remain inactive all that time, waiting to undertake the refill with sand. That layover time was costing the Grenadan side \$7,400 per day; in other words, about \$400,000 which the Yankee company intended to collect without doing anything, merely for being stationed opposite the bay, watching us building the levee.

"The dredging started under those conditions; but what happened? When the Cuban engineers saw what the job was like, they decided that it was possible to start construction work on the retaining walls in the area where the dredging was ending, and so it was done. Then one small truck after another, loaded with volcanic tuff, kept dumping, and the levee was built.

"During the work period, much of the dredging work was stalled, sometimes because there were breakdowns, and on other occasions because the tide was very heavy, and impeded the work. While all this was happening to the American equipment, the Cubans kept patiently throwing rocks for the levee. So, the walls which we had to build on both sides of the runway were continued perfectly and, since we did not stop, it so happened that, when all that was left to clear was a small section, the superintendent of the Yankee company came and asked us to kindly hold up the rock throwing a little, because we would leave his dredger locked in the bay. We pleased him and held up the levee for a few days; and when the machine went out to clear the outer section, we closed the inner part of the bay, and since this ended the clearing, we finished the retaining walls.

"The result was that the American company could not charge for a single day's lay-over, not a single cent of the \$7,400 that it had intended to earn easily every day. This created a problem for them, because they had planned their expenses and profits based on those thousands of dollars. They tried to recoup their losses by raising the cost of the refill job, but they did not have any success. They had to abide by the contract."

A Runway Over the Sea

It is engineer Juan M. Hernandez who takes the floor to continue the explanation of how the work was done on the levee built in the bay, and over which the runway would be located:

"The space between the two walls was refilled with sand, which caused a terrific compacting, and when the height required had been reached, a meter above sea level, a motor grader went over it, leaving the sand exactly level. The first layer of 15 centimeters of tuff was dumped on top of it, thereby achieving a good compacting grade. Pneumatic compacters began passing over it as often as necessary.

"Then there began the real work on the runway in the bay area, exactly the same as on sites with solid ground. The laboratory and quality control tests have already been started here."

"I think that something which should be added is that quality control is highly important on this project," says engineer Jacinto Reyes, interrupting, "and the laboratory tests are respected by everyone, something that does not happen often in Cuba. For example, if a layer of rock is dumped here, the work is not continued until the laboratory comes, makes the tests and gives 'approval' for it to continue. For this reason, these laboratory comrades take samples from wherever the work is being done; this is what could be termed real quality control."

Engineer Hernandez goes on to say: "Well, after the levees had been finished and the strip where the runway would go had been refilled, we had to build a communication tunnel from the water pocket that still remained in the old bay, to the open sea, in order to prevent the water from becoming polluted. That tunnel has now been completed.

"Something else that we should note is that this area has very rough terrain, and the material being used seems like emery, to the point where the bulldozer treads

become virtually smooth within a short time, and the same thing happens to the truck tires. So, all that brand-new supply of equipment has been deteriorating up to a point when we have had crises, particularly with the dump trucks. It is for this reason that they sent us new KPA3 (KRAZ) trucks from Cuba. Thus, we had relief in the transportation although we still had problems with the bulldozers. Later spare parts reached us, and with a little ingenuity on the part of the mechanics and a little effort, we have been resolving the situation."

Hernandez adds: "Furthermore, when the minister, Comrade Lopez Moreno, came, an agreement was made with him that they would order a search for bulldozers in Cuba, because they needed major repairs, and that they would send us other already repaired equipment from there; I am referring to the D-85 Komadzu's."

Mountains Are Moved

We should note, because we have not up until now, that the runway is 2,743 meters long by 60 meters wide; in other words, nearly 3 kilometers long. And if you were to stand at one of its ends, it would be very difficult to imagine that this enormous road, so even and smooth, was filled with hills, swamps, ponds, salt marshes and bays. Yes, it would really be impossible for you, and this occurs to many Grenadans who come to Point Salines today and wonder where the mountains which had been there were put.

As engineer Hernandez explains, as of March, dirt moving amounting to 1,713,453 cubic meters had been completed; and that represents 92 percent of the total amount done on the runway. To obtain an idea of the amount of dirt removed, or the volume of hills leveled and used as refill on other sites, we point out that it entailed 377,169 trips by trucks, with an average of 2 kilometers per haul. If you take pencil and paper and multiply, you will find that it involved a coverage of 654,338 kilometers; in other words, 700 times the journey from Santiago de Cuba to Havana. And this does not count the dirt moving material not used on the runway, that was pushed to the sea at knife point by the bulldozers.

To be added to all this is the fact that, for excavation and dirt moved with explosives, a total of 1,995,501 cubic meters was reached. All this dirt moving was done with a great deal of effort: day and night, in two shifts, each lasting 10 hours.

Also to be added is the fact that, recently, the incorporation of the plant layer (the green areas) of the runway and its vicinity was started, representing further dirt moving, involving about 300,000 additional square meters.

The Breakwaters

Another major project to make the runway secure is the rock fill (protection against the sea in the part of the bay that was refilled by the dredging), which at first included rock from 0 to 70 centimeters, over an area 6 meters wide by 420 meters long, which is the bay's area in the section where the levee was built. Next, a variable area will receive rock larger than 70 centimeters, which will be what gives it stability; because it is heavy rock and will form a layer based on the calculations on the tides in the region. If there should occur what we in Cuba

commonly call a "norther," the sea would crash against that rock fill and would prevent the water from reaching the runway.

Now then, as Hernandez himself explains, a great problem is posed in this respect, resulting from the features of the island's basaltic rock, which is very strong but very fragmental. In other words, they have difficulty acquiring large blocks measuring over 70 centimeters.

In all, the rock fill must contain over 99,000 cubic meters of rock and, of that amount, 64,000 consist of these large blocks. And that amount is necessary, because there are sections of the road in which the depth is 14 meters. At the present time, the necessary steps are being taken to solve this problem. And since we have talked so much about rocks and the need for obtaining them, it seems necessary for us to arrive at the...

Stone Mill and Asphalt Plant

Comrade Jose Manuel de la Nuez ("Manolo") is chief of industrial production, a department which includes the asphalt plant, the stone mill, the paving brigade and the Sandino plant which builds blocks, prefabricated elements and tiles. From him, we learn that the mill's first production took place in August 1980, while the asphalt plant began during October-November 1981.

These two pieces of equipment were loaded on a ship from Cuba, and the first problems encountered were on the asphalt plant which, because it had been stored for a long time, arrived with defective parts, and several repairs had to be made on it.

Manolo explains that, at first, there were not many mishaps with the stone mill, but the rock extracted from the nearby quarries is so hard, being pure basalt, that it is very difficult to retrieve the necessary material: the rock powder for making the asphalt mix which covers the runway.

If we consider how important these two plants are to the airport construction, we might say that they are vital. For example, the mill makes the powder from rock, granite, gravel and concrete. The powder, gravel and concrete are used in the coarse mixture of asphalt covering the runway, and the granite is used for the manufacture of blocks, in addition to being used for the construction of the air terminal, as is the gravel. As for the asphalt plant, it is responsible for mixing all the materials for making the product that will cover the landing strip and accesses to the airport.

In other words, if one of those two complicated plants should be at a standstill or be destroyed, the main project, namely the runway, would be halted immediately; and the rest of the architectural projects would be upset. In short, the stone mill and asphalt plant cannot stop under any circumstances.

Every man in Manolo's brigade realizes this and, despite the fact that they work two 10-hour shifts in order to keep the commitments that they have made, they do not neglect either the care or maintenance of their precious plants, all so as to avoid breakage such as occurred some months ago, when the mill had a mishap and,

in just 4 hours, the comrades disassembled it and were able to order to defective part from Cuba. It was a bearing but, unfortunately, it took 18 days to arrive; and during all that time the mill was not producing material for the airport.

Manolo himself explains the progress of the runway asphalt, and how many layers it must have:

"At present, we are on the fourth layer on 2,000 meters of runway, and we are finishing the sealing of 400 meters to finish the third one. Later, the fifth and last one will be left for us to finish. We have also been told that the safety strip, consisting of about 7 meters on each side of the runway, will be covered with a coarse mix.

"If we consider only the length of each layer (2,743 meters), without including the thickness of each one, we shall realize that over 15,500 meters of asphalt have been put down. Now then, the width of the runway is 45 meters, which is equivalent to nearly four normal highways in Cuba, which measure 12 meters. In other words, when we finish the fifth layer, we shall have asphalted nearly four highways measuring 15.5 kilometers long; which is equivalent to one 60 kilometers long, but with first quality asphalt, so hard that it is difficult to break with a pneumatic hammer.

The Air Terminal

In the first agreements with the Grenadan Government, the Cuban side had not planned to build the air terminal; in other words, only the landing strip. After further agreements, it was decided that the Cuban project would include this structure.

In the architectural studies, it was considered that the main building or complex comprising the air terminal would not break with the island's structural and geographical forms; in other words, it would be the peaked type of construction, with a large amount of glass and large windows, as well as green areas. But it was also to be economical and durable, and for that it was decided to have steel beam assembly construction.

Architect Bolanos explains: "We also had to deal with the infrastructure of the country's construction materials which might almost be claimed to be of the handicrafts type; and nearly all the material used is imported, which makes the construction extremely costly.

"All this forced us to seek a very light type of construction, and metals are excellent for that, in addition to the fact that they cover large 'spans' ('span' = support distance between the main elements or columns). It is much more resistant material and allows for narrower, simpler and light structures that are easy to transport."

That prompted the Cuban side to decide on a metal structure with an 18-meter span. When this type of construction was planned, growth was lent it in two respects: In other words (Bolanos explains), what comprises the structural module can be increased anywhere. This made it possible to locate or site six enormous juxtaposed bays, connecting them with lengthwise structures measuring 6 square meters;

which resulted in a double modulation and formed a single block. The air terminal will go into those bays which, when observed from inside, appear to be a single building. Adjoining the terminal will be the protocol area, a building the plans for which are in the completion phase so that its construction may begin soon.

Another architectural feature in the air terminal project is the cargo and fire department building which will be in the same module, even though they are independent departments. This building also has a metal structure, as is another one nearby, in which the electric substation, which will have three plants, each with 75 KW, will be located.

Furthermore, there are the buildings for NDB (radio-beacon) and the beaconage substation, or AGL, which is responsible for keeping the runway lighted. There is also the control tower and its technical unit, which will contain all the airport's directional facilities, forming a conglomerate that will be 35 feet high.

Moreover, it has a general warehouse that has already been completed; a fuel substation or base, built by comrades from MINBAS [Ministry of Basic Industry]; as well as a mechanical base for minor repairs. Another architectural feature is the meteorological base.

An incinerator which will eliminate all the waste arriving on the aircraft and which is part of the international health control, will also be built.

Another major project consists of the tanks that will supply the airport with water. One of them, measuring 1,000 cubic meters, will be supported on the ground at an elevation overlooking the air terminal. In addition, the entire airport area will be surrounded by a fence, with its guard-posts and controls.

Comrade Israel Henkins, an architect who is on the site, now explains: "At present, the Grenada air terminal has 30 percent of its total construction done. Actually, the project began proceeding at a stable rate in September-October of last year, and after the metal structures began arriving from Cuba.

"According to the British technicians working on the airport's electronic equipment system, this terminal will be one of the few in which all the international standards have currently been met. In other words, this airport will offer the optimal service for which it was conceived, which means guaranteeing maximum safety, comfort and speed to the international travelers arriving in or leaving Grenada.

"As for the materials to be used on the conclusion or finishing of the building," Henkins adds, "we can say that it will have excellent quality materials. For example, the window area will be of super-hard glass with anti-solar radiation features, for which the exact measurements must be made, because owing to its extreme hardness it is very difficult to cut. And it will have great resistance to vibrations and strong winds; moreover, it will all be installed in colored anodized aluminum."

The Control Tower

Two items comprise a module that is essential to the functional operativeness of a modern airport such as this: the technical unit and the control tower. An

entire series of elements is included in this complex, which make it really functional.

The control tower structure is comprised of four "tympanums" (an element which lends rigidity to any type of structure and which is capable, per se, of withstanding great stress). Those four concrete elements form something resembling a shank, the upper part of which opens like a flower, the corolla of which will form the tower's operating area.

That entire octagonal-shaped corolla which goes on the upper part of the tower has enormous super-hard glass windows, like the wall area, which affords complete visibility from all angles. These glass walls are separated from each other by only eight small metal columns with enormous resistance. Between each small column there will be two glass areas separated from each other by a colorless, internal gas, which will maintain a constant temperature and prevent the glass from becoming clouded or losing visibility because of some weather condition.

The control tower has its own emergency electric plant, in case any mishap should occur with the electric current, and it meets all the needs of the unit, in addition to discharging and starting automatically in less than 30 seconds after the current has gone off. From this high tower there is a perfect view of the entire runway, the beacon substation and the whole area around the landing field.

Architect Bolanos comments: "We have a commitment to turn over the tower by 30 July, but we don't expect to have trouble delivering it by 15 July; in other words, 15 days earlier. From then on the process of electronic installation, cable and equipment provision and the entire modern system that it will have, starts. Also at that time, all the personnel that it will have will be trained for when the airport is opened..."

Aeronautic Cooperation

Havana BOHEMIA in Spanish 15 Jul 83 p 35

[Text] For the past few years, there has been located in Grenada a team from the civil aeronautics entity of the Cuban Ministry of Transportation, headed by Comrade Ramon Garcia ("Ramonin"). It is this team's task to coordinate all the work so that it will be carried out with high quality, and so that the equipment that has been purchased will be installed. This same group, but slightly expanded, executed the master plan for the airport, determining the air terminal service in general, as well as the fuel base being constructed by a brigade from the Ministry of Basic Industry. This plan even covers the hotels that the area will need to have to provide lodging for future travelers who will be arriving at the international airport. The team also orders and supervises the work being done by UNECA [Union of Caribbean Construction Enterprises], Plessey, Idman and any other enterprise associated with the airport.

Because of the fact that the British firm has not allowed its officials to give interviews, we inquired of Ramon Garcia about the task of the British specialists and about what their work is like.

"Except for the beacon lighting system, for which Idman is responsible, they are carrying out the entire technical control of the airport, including the cable systems for communications and electrification of the terminal station."

"So without Plessey's work, the airport could not operate, isn't that so?"

"Exactly; without that work, the airport could not even be opened."

We noted: "Hence Plessey cannot be working for a Cuban air base, as Reagan claims."

"By no means," Ramonin exclaims. "We have even invited them to the checkup meetings that we hold in Cuba, but they replied that it was rather difficult for them to go to Cuba, because they have many British military projects, and the British Army would not allow the specialists working directly with the British military aviation entities to visit Cuba. So, that proves to you that Plessey is not a company friendly toward Cuba, by any means; but rather responds to British interests. Therefore, it could never become allied with the Cubans to build military bases."

2909

CSO: 3248/1122

NEUQUEN BISHOP SAYS COLLEAGUE WAS MURDERED

PY021926 Buenos Aires NOTICIAS ARGENTINAS in Spanish 2118 GMT 30 Jul 83

[Text] Neuquen, 30 Jul (NA)--According to pamphlets released by the office of the local bishop, Msgr Jaime Francisco de Nevares, former bishop of La Rioja, Msgr Enrique Angelelli, who died in 1976 in an alleged car accident, was in fact "killed by blows at the base of the skull."

Bishop de Nevares announced that several ceremonies to pay homage to the memory of the deceased will be held as of next Thursday in this provincial capital. He indicated that the ceremonies will be attended by Sao Paulo archbishop, Cardinal Evaristo Arns, and other international personalities, as well as by 1980 Nobel Prize winner Adolfo Perez Esquivel.

De Nevares' charges are set forth in a number of pamphlets distributed by the press office of the local bishopric. These pamphlets list evidence aimed at demonstrating that Angelelli was indeed murdered. The pamphlets also emphasize that Angelelli constantly preached in favor of humble sectors and human rights ever since 1969 when he was appointed La Rioja bishop.

After pointing out that several priests of Angelelli's parish had been murdered, the pamphlets go on to explain the circumstances under which the bishop allegedly lost his life. They recall that Angelelli was advised to leave La Rioja because he had apparently been included in an alleged list of persons "who would be attacked."

In view of this, Angelelli told some people that worked with him that he was not prepared to leave because "that is what they want, that I should go and that part of the scriptures that says 'hurt the shepherd and the sheep will disperse,' would come to pass."

Further on the pamphlets state that "on 4 August 1976, carrying a file full of solid evidence, Angelelli decided to travel to the provincial capital to submit this evidence to those responsible for public security and the courts. During his trip, at a place called Punta de Los Llanos, he had a serious car accident in which, according to the official version, he died. The other version (meaning murder) is what most residents of La Rioja believe."

The pamphlets indicate that "there were eye witnesses to the car accident who have not reported the facts because they are afraid of being killed too. These eye witnesses mentioned a white Peugeot car which was following the car of the bishop and caused it to overturn. The bishop did not die at that point, he was taken out of the car and beaten at the base of his skull until he died."

It is also claimed that "several persons who arrived at the place of the accident saw the bishop lying on the highway with his cassock intact—something very strange for someone who was allegedly thrown out of the car when it overturned—but with the back of his head shattered.

According to the pamphlets, "the police did not allow the onlookers to come near the place," and "the bishop was left lying on the highway for more than 6 hours." The pamphlets then go on to discuss the confusing circumstances surrounding Angelelli's death.

They wonder why the police and military forces arrived at the place of the accident "so soon" and why Angelelli's file fell into "the hands of former Interior Minister Harguindeguy—according to former policeman Peregrino Fernandez—and not into those of the court."

The pamphlets also question the fact that "the damaged vehicle was taken away by the police and no one was able to check out" the official version.

The ceremonies that will be held in Angelelli's memory will be a joint mass held by various bishops, a roundtable on the achievements of the deceased bishop and a memorial ceremony.

CSO: 3348/591

FLOODS CAUSE MULTIMILLION DOLLAR DAMAGE

PY022128 Buenos Aires Domestic Service in Spanish 1600 GMT 2 Aug 83

[Summary] Half a million square kilometers have been affected by the heavy rains and the floods in northeastern Argentina, including the provinces of Corrientes, Chaco, Entre Rios, Formosa, Misiones and Santa Fe whose settlements are located to a large extent on the banks of the Parana River.

This area covers one-fifth of the country, about 18 percent of its territory and holds approximately 20 percent of the population. The combined population of these provinces is 5,600,000 inhabitants. Nearly 99 percent of them reside in the flooded areas. A total of 1,364,000 homes--of which 19 percent are shanties--are located in this area.

In Corrientes Province losses are estimated at nearly \$6 billion, 80 percent of which is attributed to damages to the road network, that is, \$4.85 billion. In Corrientes it is estimated that 85 percent of the area is under water. The estimated losses in the farming sector are between 40 and 80 percent, while the cattle raising sector has been wiped out. More than 40,000 shanties have been washed away.

In Chaco Province homes valued at \$100 million have been lost and damages to the road network is estimated at \$3 billion.

In Entre Rios Province, as the water levels keep rising, Concordia is losing approximately \$1 million per week. About 20,000 shanties have been washed away, as in Chaco Province.

In Formosa Province, 40 percent of the cattle and about 57 percent of the crops have been lost. Nearly 65,000 metric tons of timber are stranded, due to lack of transportation and 1,600 km of roadways have been destroyed.

In Misiones Province there are not enough data available, but it is known that 70 percent of the soybean crop has been lost and more than 20,000 shanties have been washed away.

CSO: 3348/591

BRIEFS

BUDGET CUTS FORCE PROJECT RESCHEDULING--In addition to stopping the steel railroad project the government has decided to change the Itaipu schedule and has slated for next year the mounting of turbines two and three, which were to be installed this year. The powerline, which was to be completed in August and has already been delayed is now definitely scheduled for the second half of 1984. The earliest the government could seek to finance it is at the beginning of 1984. The Itaipu power plant will start operating in October, with just one 750,000-kilowatt turbine. The 50-cycle output of this turbine will be destined solely for Paraguay. Currently this country consumes barely 250,000 kilowatts. The Planning Ministry is also reviewing new cuts in the Carajas project. The Vale do Rio Doce enterprise will only carry out projects that it can afford. The government does not want the enterprises to proceed with construction projects for which they lack the necessary funds nor does it accept any longer that the enterprises sign contracts but leave large debts unpaid. Those enterprises that do not have funds will have to stop and start again next year when a new budget becomes effective. The Albras-Alunorte projects in Para and the Acominas project are also being reviewed. These projects will only proceed as long as permitted by this year's budget. If funds are lacking, the government is now ordering that projects be stopped or rescheduled. [Text] [PY032115 Rio de Janeiro O GLOBO in Portuguese 30 Jul 83 p 17]

CROP DAMAGES--The rains and floods of May, June and July have caused considerable damage to summer crops in Rio Grande do Sul State. The agricultural and livestock department of the IBGE [Brazilian Institute of Geography and Statistics] Rio Grande do Sul branch has reported a loss of 416,527 tons of rice and 738,986 tons of corn. It was also reported that 217,578 hectares of soybean plantations--soybean crops were the most seriously affected--were damaged and that 907,007 tons of soybeans were lost. [Text] [PY030039 Brasilia Domestic Service in Portuguese 2200 GMT 2 Aug 83]

CSO: 3342/161

ROLE OF SOVIET FISHING SHIPS OFF COAST QUESTIONED

Santiago QUE PASA in Spanish 20 June 83 pp 33-37

[Article by Francisco Ghisolfo A]

[Text] In February 1983 a Chilean Navy patrol plane detected the presence of a large fleet of Russian, Polish and Cuban fishing vessels off Chilean coasts. The fleet is estimated at more than 100 factory ships, all of them with a displacement of more than 2,000 tons. They were engaged in fishing on the high seas, traveling at 240 miles off the Chilean coast--outside of our exclusive economic zone. The fleet has the support of oil tankers to supply fuel at sea, refrigerator ships to store processed fish and a small submarine for prospecting and oceanographic research. These activities are repeated year after year for periods of 6 to 9 months after which they return to their bases at Callao, Peru and/or Vacamontes, Panama. Fleets of a similar composition operate each year in the South Atlantic along the coasts of Uruguay and Argentina. Their activities were intensified last year during the war for the possession of the Falkland or Malvinas Islands.

The size and composition of the fishing fleet, the persistence of its operations in the Southeast Pacific and the South Atlantic and the political use that can be made of this give food for thought.

It seems to me opportune to recall that along our coasts there is a complex ecological system, with a great mass of renewable resources which constitute the largest geographical concentration of protein reserves in the world. Moreover, the operations of the Soviet fishing fleet are directly under the USSR Navy Commander in Chief Adm Sergei Gorshkov who has said that "fishery is another component of world maritime power." That is, these activities are of economic importance and also of political importance and, as such, are used by the USSR to advance their aspirations of world domination.

Let us also recall that with the coming into power of the Marxist regime of Salvador Allende, a gradual strengthening of ties began with the USSR, Cuba and the majority of the Warsaw Pact member nations. In the maritime field, in 1971 a Chilean-Cuban agreement to foster development of high seas fishing was signed. Under the agreement three Cuban fish-factory ships, of unhappy memory, arrived here: the "Arroyo de Mantua", the "Rascasio" and the "Jagua".

The crews of these fishing boats were excessively numerous for this type of ship and they had received paramilitary training as militiamen and guerrillas. The ships' activities were controlled by the Cuban Embassy in Santiago. They were in daily contact with Havana and with other fishing boats of FLOCUBA in other areas. They operated only near the shore between Valparaiso and San Antonio, cities in which there are considerable labor union activity and important industrial clusters.

Mission: Fishing or Spying?

In 1972, a similar agreement was signed with the USSR for collaboration in fishing development, training and research, including authorization for the Soviet factory ships to operate in our national waters. Six large fishing boats arrived. They carried on their activities between Coquimbo and the Gulf of Arauco. As was the case with the Cuban fishing boats, they had excessively large crews, were equipped with numerous pieces of electronic equipment and they had frequent rendezvous with other Soviet factory ships and merchant vessels. In fact, it later became evident that they were there to collect oceanographic and military intelligence and to infiltrate arms clandestinely into Chile at several small ports on the coast.

In addition, the Soviets attempted to reach an agreement with the Chilean government to develop a fishing port at Cocura, south of Constitucion, for the evident purpose of later making it capable of providing support for Russian fleet units. In this way they attempted to fill the strategic vacuum they have in the Southeast Pacific for waging a global war against the West's maritime communication lines, hypothetically worldwide in nature.

The strategic importance of the Strait of Magellan and the Drake Sea, the only route which nuclear ballistic submarines can take, led the USSR to conduct oceanographic research during this period in that area. This activity was carried out essentially by the scientific ship "Akademik Knipovich" which covered the area between that passage and Easter Island, an area of great importance for the USSR because a Typhoon class submarine based between Pitcairn and Easter Island--an area in which there is little maritime movement--can with its SSN-18 missiles reach targets located on the American continent anywhere from Alaska to the Strait of Magellan.

With the overthrow of the Popular Unity government in 1973, the Soviet and satellite fishing boats emigrated to Peru, a nation with which the USSR signed similar agreements for fishing development in 1971 and 1973, (as did Poland in 1972 and Cuba in 1973) which provided them support at the Peruvian ports of Paita, Chimbote, Callao and Pisco. Those agreements were supplemented with other signed in 1975 and 1977 which reinforced their presence in Peru. (The Cubans had to leave Peru in 1978 and emigrate to Panama when the Peruvian Government cancelled its agreement with Cuba.)

Warlike Intrusion

In 1977 the activities of the socialist fishing fleet off the Chilean coast began again. The fleet always remained outside our exclusive economic zone.

The scouting party consisted of the scientific ship "Kegostrov" which sailed from the Drake Sea to the Juan Fernandez Archipelago in March and April of that year. After that the Russian, Polish and Cuban ships appeared. About 100 factory ships travel up and down the waters off the Chilean coast, year after year, catching everything they come across, like someone running a vacuum cleaner, making no distinction between the various marine species. The areas vary according to the movements of the fish, and they have been observed between Iquique and Antofagasta (1979), between Valdivia and Chiloe (1980), between Arica and San Felix (1981) and between Juan Fernandez and Guafo (1981 and 1982).

The activities of the Soviet scientific ships is of special importance. In 1980 the "Morzhovets" repeated the operation which the "Kegostrov" had carried out in March 1977. In April and May it traveled from the Drake Sea up to the edge of the exclusive economic zone of Juan Fernandez and then returned to the Atlantic.

It was followed from May to August by the Kegostrov itself, which covered the same route and then continued on to Callao and on the return trip operated in the area near the San Felix and San Ambrosio Islands. Then came the Borovichi which came from Cape Horn and got only as far as Diego de Almagro Island due to the fact that it was overflown and closely watched by planes and ships of our navy, forcing it to return to the Atlantic and abandon its cruise to the North. These ships make numerous observations and conduct research with regard to meteorology, hydrography, bathythermography, marine fauna, sampling of the sea floor and ichthyology, which is useful both to the fishing fleets and to submarines and naval forces in general. Due to their size and capacity, they can provide logistic support to navy units requiring it in the area and their electronic equipment can be used to gather intelligence for military use. The present Cuban support base in Vacamontes, Panama gives one pause. To have an auxiliary naval fleet in that area capable of transporting guerrilla fighters and materials for support of warlike activities to any point in Central America at any given moment is cause for concern, to say the least, in view of the situation prevailing in Nicaragua, Honduras, El Salvador and other points of conflict. It is significant that as soon as the Cuban fishing fleet appeared in Vacamontes, in 1978, guerrilla activities in Nicaragua increased and the M-19 Movement became active in Colombia.

Not Very Innocent Objective

On the basis of what we have stated, we may conclude that the presence of the fishing fleets of the Soviet orbit operating in the Southeast Pacific and South Atlantic is accomplishing several objectives: in the economic field, to take advantage of the concentration of living resources in the area, which is scarcely exploited; in the field of strategy, to collect basic intelligence, observe the movements of Western naval forces and eventually provide support to their own submarines and naval forces; in the political field, to establish a presence in the area, support all subversive movements and ideologically penetrate the Free World countries. By these means Moscow's long range plans are carried out.

These activities should be observed with caution and everything possible should be done to block them. First, because they are appropriating the legitimate wealth of Chile although they fish outside our exclusive economic zone. The UN Conference on the Rights of the Sea was not able to make a pronouncement in this regard and fish do not recognize the 200 mile limit. Second, because indiscriminate fishing without the necessary closed seasons may lead to the extinction of species, such as tuna, which are the food reserve of the Chileans. Third, because these enormous, well equipped fishing fleets, using advanced techniques and adequately supported by prospecting are competing with the small Chilean fishing fleet which to a great extent is primitive and operates as a skilled trade. Fourth, because it represents a latent danger of ideological penetration. Fifth, because it is part of the USSR maritime strategy in the establishment of a theater of operations in which to wage a general war at sea against the Western world when they consider the time to be ripe. (See QUE PASA issue No 621 dated 3 March 1983).

We are undergoing the experience suffered by the developing nations in Asia and Africa. The Soviets arrived at their coasts with innocent fishing boats, signed cooperations agreements, established fishing ports which they transformed into naval bases, brought advisors, made ideological penetrations, set up puppet governments which act in accordance with Moscow's directives. In Central America and the Caribbean they took over Cuba, Nicaragua and other minor states. In South America, they attempted to do this in Chile and Peru. Will Argentina not follow the same road with its fishing agreements with the USSR of 1974, 1980 and 1981 and with Poland of 1974? The Soviet offer to remodel the port of Bahia Blanca, where the main Argentine naval base is located, fits perfectly into the scheme which the Soviets have always followed.

The presence of the fishing fleets of the USSR and other Marxist nations in the waters of the southern cone of America is certainly not innocent. We should not observe this lightly because it is an obvious danger to the security of the entire hemisphere. I wonder if the time has not come to provide our navy with the means required to maintain a more continuous and closer watch over these activities.

9204

CSO: 3348/509

NEED FOR INDEPENDENT JUDICIARY REITERATED

San Salvador LA PRENSA GRAFICA in Spanish 11 Jul 83 pp 2, 39

[Text] Dr Raul Angel Calderon has made a new analysis regarding the need for the judiciary to check interference by other state authorities and to enjoy full autonomy in the exercise of its exclusive responsibilities.

Dr Calderon is a recognized professional and the head of the Salvadoran Bar Association.

Below is a paraphrase of his comments:

To guarantee efficient work, it is indispensable that the judges and magistrates be career officials and that from the moral viewpoint they enjoy a good reputation. That is, these officials of the judiciary should have taken specialized curriculums and the higher judiciary positions should be filled by officials from the ranks immediately below.

With the purpose of facilitating their dedication to the work of administering justice honestly and impartially, it is necessary that the government institute relative job security and an adequate pension system to guarantee the judges' independence under pressure of the interests of the moment and so that they may be sure that, when they reach the age when they can no longer work, they may count on a decent pension, an arrangement representing an incentive to their judicial endeavors.

Dignity

Furthermore, the various lawyers' associations should make efforts to see that judges on the Supreme Court of Justice are eminent jurists with an outstanding record in the exercise of their profession or have a brilliant academic record after distinguishing themselves as professors in the faculties of jurisprudence and social sciences in the various universities or through scientific works. At times there are good lawyers who are able to hold the position of Supreme Court judge and these professionals have an impressive clientele. It happens then that those professionals do not wish to lose their calm and stability by joining the court where pressures and influence, as was candidly recognized by Dr Roberto Oliva, a judge on the present Supreme Court of Justice, are prevalent.

At times the aspirants must cover, to secure those positions, especially those in the highest court, a tortuous and difficult road while the dignity of the aspirant is practically torn to shreds.

Independence

A feature admired by the various social groups and especially the bar association is when the judge or magistrate performs his functions in freedom and independence, when the judge or magistrate has the training and strength necessary to reject the negative influence of organizations outside the judiciary. Involved is the pernicious influence stemming from personalities holding senior positions, as is recognized objectively and courageously by Dr Roberto Oliva in his statements published in this daily yesterday. It is inappropriate in all respects that a magistrate should advise, intimate, or exert pressure on a trial judge as to how the latter should adjudicate a case in which the former may be extremely interested. At times the magistrate does this through the administrative hierarchy.

It is necessary that judicial officials should always solve the "cases and proceedings" tried before them with the same degree of freedom and respect established by law. On the other hand it is clear that in some circumstances magistrates of a court or a chamber "mandate a certain decision" on a judge. Often, this is to expedite formalities. Given the above, in other words, it is a favor that the magistrate seeks from the high judicial official. We believe that this type of arrangement is lawful, is favored by circumstances themselves. Obvious arbitrariness occurs when the official pressures the trial judge so that the latter will adjudicate a case in a way that runs counter to the express and applicable law. This is indeed intolerable.

Work

Concerning the work of the Supreme Court of Justice headed by Dr Leonel Carias Delgado, we can say that it acted during difficult times and despite this situation it evidenced a certain concern to do something for the judiciary. Thus, we can mention the creation of two chambers--the Criminal Chamber in the city of San Miguel and that of Nueva San Salvador; and two trial courts, in the city of La Union and in Usulután.

It also appointed trial judges who in general terms enjoyed the approval of the bar association. Furthermore, it organized a Salvadoran Lawyers' Study Day and the result of that event was the promulgation of a trade union law. Similarly, a law of voluntary jurisdiction widely known by professionals in the legal system was decreed. This law was drafted by Dr Arturo Zeledon Castrillo, president of the existing Supreme Court of Justice. Besides, the Supreme Court of Justice gave evidence of independence vis-a-vis the Constituent Assembly in appointing within the legal deadline justices of the peace who assumed office on 1 July 1982 and whose appointments were ratified by the court of Dr Zeledon Castrillo.

Both officials of the judiciary forbade the interference of the aforementioned authority in the appointments of the justices of the peace since they were good appointments. This is the guide which the judiciary must follow--not to allow "any tinkering" but rather to maintain total respect for the judiciary, its judges, and magistrates who administer justice to interested parties and the people in general.

2662

CSO: 3248/1066

FPS COMBATS DISINFORMATION, SEEKS SUPPORT FOR GOVERNMENT

San Salvador LA PRENSA GRAFICA in Spanish 11 Jul 83 pp 3, 39, 43

[Text] For the past 3 years there has functioned in San Francisco, California, an organization called Salvadoran Patriotic Forces (FPS) consisting of over 2,000 men and women, natives of El Salvador, residing in that American city who have sought to publicize the Salvadoran situation and to frustrate in this way the ill-intentioned disinformation circulated against our country by international communism.

Our fellow Salvadoran Rene Alfredo Larios, one of the founders of that association of which he is organizational secretary and one of the 15 directors, gave some interesting details about the FPS. Larios has been with us for the past few days. He said he came to El Salvador on vacation and simultaneously to observe the situation in our country which he characterizes as very touchy on account of the terrorist subversion of the extreme left.

Enthusiastic Support for the Salvadoran Government and Armed Forces

Our young fellow-citizen Rene Alfredo Larios, who hails from San Miguel, reports that right from the beginning the Salvadoran Patriotic Forces organization programmed its efforts stressing support to the government and El Salvador's armed forces, whose bravery, patriotism and spirit of sacrifice are recognized since they have been fighting in all terrains against the terrorist vandalism of the Farabundo Marti and Revolutionary Democratic guerrilla fronts, encouraged on the five continents by the spokesmen of international communism.

The FPS, Larios said, has the sympathy and moral support of people of American democratic ideology, especially of anticommunist Cuban and Nicaraguan groups headquartered in California, Florida, Texas and other American states.

Public Demonstrations and Letters to the Congress

Among the FPS's activities these past 3 years, our fellow-citizen Rene Alfredo Larios explained there have been massive public demonstrations in the streets of San Francisco in support of the government and army of El Salvador. The FPS also has sent many letters to the U.S. Congress to demand its support for President Ronald Reagan's policy of integral assistance programs to our country.

Similarly, he pointed out, Salvadorans residing in San Francisco have channeled assistance to Salvadorans who have sustained injuries, the victims of terrorist subversion and of natural disasters such as last year's storm, through the FPS. On several occasions significant quantities of clothing, medicine, and food were shipped. This will continue in proportion to the organization's resources, Alfredo Larios noted.

Special Program for the Coming Third Anniversary

Young Rene Alfredo Larios reported that in September 1983 the FPS will be 3 years old and on that account there are special commemoration plans to underscore the sympathy and support for the government of national unity headed by Dr Alvaro Magana and for the armed forces.

Among the plans, Rene Alfredo Larios said, is a series of conferences and publications relating to El Salvador, and some of our country's personalities will be invited so that they may participate in the conferences. Possibly one of them will be Monsignor Freddy Delgado, member of the Human Rights Commission of the Apaneca Pact, and also of the Amnesty Board.

An Archbishop Friendly to Salvadoran Subversives

Rene Alfredo Larios said that Salvadorans residing in San Francisco, California, especially the FPS, are grieved to see that the archbishop of that diocese, Monsignor John Quin [as published], is a declared partisan of Salvadoran subversion, which was demonstrated when the bishop of San Vicente, Monsignor Pedro Arnoldo Aparicio y Quintanilla, visited San Francisco.

Archbishop Quin, the FPS organizational secretary noted, prohibited the prelate of San Vicente to officiate and preach in the churches of his parish and a certain priest called Blandino was removed and expelled from the diocese for having allowed Monsignor Aparicio y Quintanilla to say a mass in Corpus Cristi Church. This decision of the archbishop of San Francisco triggered a protest demonstration in front of the archdiocesan chancery by the FPS, Larios added.

In concluding his comments Rene Alfredo Larios announced that on his return to San Francisco he will have his impressions of this visit that he is now paying to El Salvador published.

He will mention, Larios noted, that Salvadorans continue to be the ever-proud and hard-working people who do not allow themselves to be overcome by the Marxist-Leninist onslaught of the guerrilla movement but rather, contrariwise, have optimism and faith in a happy future and that the Salvadoran armed forces are fulfilling their duty completely with a spirit of sacrifice and complete abnegation.

He ended up by saying: "The Salvadoran Patriotic Forces are a piece of the Salvadoran homeland in the United States and have an unshakable intention to support democracy in El Salvador."

2662

CSO: 3248/1066

DEFENSE MINISTER COMMENTS ON SAN VICENTE OPERATION

San Salvador EL MUNDO in Spanish 16 Jun 83 p 32

[Text] The Press Committee of the Armed Forces (COPREFA) has announced that at the work session of the National Commission for Area Restoration (CONARA) at the Fifth San Vicente Brigade a reconstruction plan was developed for the communities damaged by subversive action in that department. Gen Carlos Eugenio Vides Casanova, the defense minister, said that this action is part of the "Peace and Welfare for San Vicente" program which the army is implementing.

Also he explained that the operation begun last week by the armed forces in San Vicente department is considered to be a broad civic and military program aiming to pacify and reactivate this important outlying district of the nation. According to the reconstruction plan, assistance will be provided, as resources are available, by the Ministries of Interior, Public Works, Agriculture and Stockraising, Education, Health and Social Welfare and Planning, as well as the Salvadoran Institute of Agrarian Transformation (ISTA) and other state agencies.

According to COPREFA the theme of the operation is "What subversion destroys, the people and the armed forces build up," since the Defense Ministry is working in coordination with other agencies of the central government and the Area Departmental Commissions (CODERA), Area Municipal Commissions (COMURA) and the Area Cantonal Commissions (COCARA), which represent the civil population, especially in the case of San Vicente.

Indicating his satisfaction at the success of the "Peace and Welfare for San Vicente" program, Gen Vides Casanova said during the CONARA work session, "Democracy is ahead of us, not behind us." Also he thanked the people of San Vicente for their support of the Peace Forces and the program of reconstructing the department, noting that thanks to this effort on everyone's part, less blood will be shed, victory will be gained, and respect will be paid to one of the fundamental human rights, that is, the right to work.

11,989

CSO: 3248/994

AUSTRALIA, CANADA MAY ACCEPT THOSE GRANTED AMNESTY

San Salvador LA PRENSA GRAFICA in Spanish 23 Jun 83 p 3

[Text] In order both to learn the situation of the persons who have received amnesty and at the same time explain conditions in Australia, a high Australian official visited yesterday the Amnesty Commission at the International Fair.

Monsignor Fredy Delgado explained that the visitor, John Winnpolt, met with the commission for the entire afternoon and spoke with young recipients of amnesty in order to get to know their personal circumstances. Also he explained all the existing possibilities regarding Australia's future acceptance of Salvadorans who have received amnesty.

Mr Winnpolt stated that there are many persons of Spanish heritage in this country and even a newspaper and television broadcasts in Spanish, so those who decide to go to Australia will not find a totally strange environment.

Monsignor Fredy Delgado said that the visitor was offered all the information about the commission, such as the services and guarantees being offered to the extremists who lay down their arms and decide to join the democratic process initiated by the Salvadoran Government.

The commission member mentioned also that Canada has made the same offer as Australia, that is, to receive recipients of amnesty who may desire to go to that nation.

11,989

CSO: 3248/994

INSURGENT VIOLENCE CONFIRMED BY HUMAN RIGHTS ADVISER

Guatemala City DIARIO DE CENTRO AMERICA in Spanish 5 Jul 83 pp 1, 8

[Text] Subversives are responsible for the violence and problems being suffered by the people who inhabit the country's altiplano, said Viscount Colville de Culross, special reporter from the UN Human Rights Commission, during the press conference that he gave yesterday in the Guatemalan offices that the said world representative body has in the Maritime Plaza Building in zone 10.

"From everything that I was told by the numerous people with whom I spoke," he added, "there continue to be subversives in the region who are responsible for the acts of violence that continue to kill the inhabitants of the altiplano, members of the civilian self-defense patrols and members of the army."

On Sunday, Viscount de Culross concluded his trip through the so-called areas of conflict in the north and west of the country to learn firsthand how human rights are being observed in those zones.

This is the first time that a UN official has visited Guatemala to learn the extent to which human rights are being observed, because previous governments did not accept this intervention.

During the course of yesterday's press conference, the viscount told of his trips to various parts of the country's interior, explaining that during his visit to the municipality of Nebaj in the department of El Quiche, two army officers were wounded by subversive elements, and "I know that," he said, "because they had to be taken to the hospital in the helicopter that was to transport us to another region."

He also indicated that yesterday morning he visited another officer of the armed forces who also was wounded by insurgent elements and who is in the hospital's intensive-care unit.

"This indicates that there are serious problems. Now what violation of human rights is this? I am not sure," he indicated, "but I know that it will not be possible to find a solution to this matter as long as the region continues to be in a state of war."

At the beginning of the press conference, the UN human-rights reporter explained that he has had the opportunity to converse with a large number of people during his stay in Guatemala, both with government representatives and with people living in the country's interior, especially in rural areas, emphasizing that he was permitted to go to all of the places that he wanted to visit.

"All the questions that I asked the persons with whom I spoke," he noted, "were answered in full." As a result of this, he collected an enormous quantity of material, in addition to that which he had already assembled.

He indicated that all of that material should be studied with extreme care and that his report, which he will present to the United Nations, cannot be revealed in advance, prior to presenting it to the said organization. For that reason, he apologized to the reporters present if he was unable to respond to all of their questions.

He noted that the human rights that he came to study in Guatemala are not just civil and political rights, that is, those rights that are to govern life and the political process, but in large measure he has also investigated other rights, including those that govern economic development, education, health, etc.

Responding to reporters' questions, Viscount de Culross indicated that yesterday evening he met with persons who are under the Courts of Special Jurisdiction. He also indicated that he had gathered information on the said courts, and that he had been promised that he would be provided with more material--the internal regulations that govern their functioning, for example, in the hope that he will be able to make recommendations to the government in this matter.

Later, on the same subject of the Courts of Special Jurisdiction, he mentioned that he had been told what the qualifications are of those making up the courts, but he was not given their names, since indeed the purpose of the said courts is that no one know them, to prevent their being threatened.

Similarly, he emphasized that the high plain is one of the places in need of economic aid to achieve development, but more than anything else it needs foreign aid.

Viscount de Culross noted that from everything that he had learned in conversations with the people, he deduces that subversives are responsible for the violence.

He also indicated that he spoke with several persons who had recently been involved in subversive activities and that they told him their story, but he could not meet with any active member of the guerrillas. That is not very surprising, since he was always accompanied by two members of the armed forces.

On this point, he said that the fact that members of the army accompanied him was no obstacle, since the number of people traveling with him was very limited, generally traveling about in a "jeep" that carried the UN flag. But at no time did the people hesitate to make statements. He observed no fear and they answered without being concerned with the military presence.

He affirmed that the Guatemalans spoke with sincerity, without fear or vacillation due to the proximity of the soldiers, and when they said goodbye they did it with great affection and "I do not believe that this was because they felt relief at seeing us go."

Later, responding to another of the questions by the national and foreign journalists, the viscount noted that the visit that he paid yesterday to Gen Afracin Rios Montt, president of the republic, was to inform him of the completed work and also to thank him for all of the facilities provided him during his visit.

9746

CSO: 3248/1038

STUDY INDICATES TOURISM HAS BOTTOMED OUT

UN Study

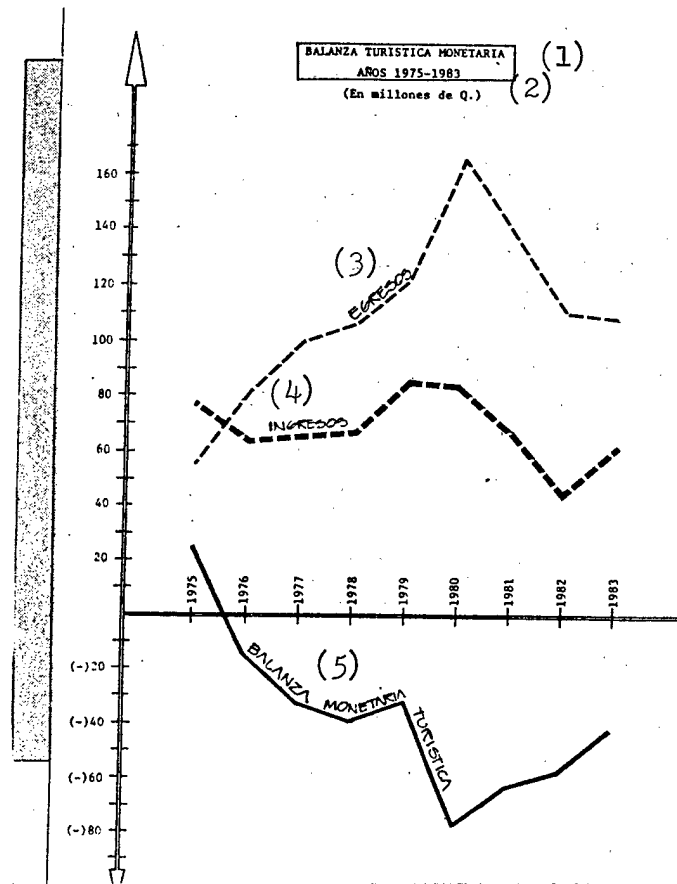
Guatemala City DIARIO EL GRAFICO in Spanish 2 Jul 83 p 5

[Excerpts] Guatemala City, 1 July--An analysis of foreign tourism in Guatemala during the past 4 years, carried out by consultants of the United Nations Development Program, makes clear several aspects related to national tourism; the first obvious aspect is that expenditures for tourism abroad are greater than the income for that same item.

Indeed, whereas last year's income from tourism was \$50 million, the outflow in the same category rose to more than \$100 million, which indicates that our monetary deficit in the tourism balance was almost \$60 million. Data provided by reliable sources indicate that in the first 5 months of 1983, despite severe restrictions imposed by the Bank of Guatemala, 23 million quetzales left the country for tourism.

The analysis of the trend for tourism in Guatemala in the period between 1979 and 1982, years which may be considered extreme years, since 1979 was Guatemala's best year for tourism with more than half a million visitors compared with 195,388 in 1982, the worst year for tourism in the last decade, clearly shows the relationship that exists between tourism and internal political stability.

As in Guatemala, the declining trend for foreign tourism throughout the Central American area began in 1980 as a consequence of the region's political problems, to which was added the economic crisis of the industrialized countries--which provide most of the tourists.



- Key: 1. Monetary tourism balance
 2. In millions of quetzales
 3. Outflow
 4. Income
 5. Monetary tourism balance

As a result of the electoral campaign, the elections and the subsequent coup d'etat on 23 March 1982, the month of March that year was the month with the lowest incidence of tourism, for the country had less than 10,000 visitors, demonstrating that foreign tourism is highly sensitive to an insecure political situation.

That situation was aggravated by the tourist boycott of Guatemala and the application of the "travel advisory" by the U.S. Government. In regard to tourist travel to Guatemala, the World Bank wrote: "In light of the sensitivity of tourists for internal problems, the prospects for the coming years depend on internal tranquility. If that tranquility were assured, real growth in tourism of 8 to 10 percent would be a reasonable estimate."

GUATEMALA: TURISTAS INGRESADOS AL PAIS SEGUN MES DE ARRIBO DE LOS AÑOS
1982-1983.

MES DE INGRESO	1982	1983	VARIACION	
			ABSOLUTA	RELATIVA
Enero	24751	25296	545	2.2
Febrero	16502	17709	1207	7.3
Marzo	13815	20877	7062	51.1
Abril	17050	18984	1934	11.3
Mayo	16963	17373	410	2.4
TOTAL	89081	100239	11158	12.5

GUATEMALA: TURISTAS INGRESADOS AL PAIS SEGUN MES DE ARRIBO DE LOS AÑOS
1979-1983.

MES DE INGRESO	1979	1980	1981	1982	1983
Enero	56,820	53,774	38,322	24,751	25,296
Febrero	42,055	39,172	30,373	16,502	17,709
Marzo	45,047	40,875	27,901	13,815	20,877
Abril	49,190	44,194	34,889	17,050	18,984
Mayo	33,575	33,439	25,587	16,963	17,373
TOTAL	226,687	211,454	157,072	89,081	100,239

FUENTE: DIRECCION GENERAL DE MIGRACION.

Guatemala: Tourists entering the country according to month of arrival in the years 1982 and 1983.

<u>Month of Arrival</u>	<u>1982</u>	<u>1983</u>	Variation	
			<u>Absolute</u>	<u>Percent</u>
January	24,751	25,296	545	2.2
February	16,502	17,709	1,207	7.3
March	13,815	20,877	7,062	51.1
April	17,050	18,984	1,934	11.3
May	16,963	17,373	410	2.4
Total	89,081	100,239	11,158	12.5

Guatemala: Tourists entering the country according to month of arrival in the years 1979 through 1983.

<u>Month of Arrival</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
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Total	226,687	211,454	157,072	89,081	100,239

Source: General Migration Directorate

According to the report, the strongly declining trend that was felt between 1979 and 1982 stabilized in the middle of this last year and began to increase in the second half. That is, it appears that the low point in foreign tourism in Guatemala has been reached and it has begun a gradual recuperation, which is confirmed by the figure for January 1983, representing an increase of 30.1 percent compared with the same month of the previous year.

Tourism Recovery

Guatemala City DIARIO EL GRAFICO in Spanish 8 Jul 83 p 3

[Text] The director of the Guatemalan Institute of Tourism--INGUAT--architect Federico Fahsen Ortega, confirmed on 7 Jul 83 to DIARIO EL GRAFICO that the information published by this morning paper concerning the Guatemalan tourism situation and its process of recovery "are true and identical to INGUAT's statistics, they indicate that just this past June there was a 14.5 percent increase over the same month last year."

Architect Fahsen declared that "this situation is extremely encouraging because in just one month 8,430 tourists arrived, that is 1,066 more than June of last year, 3,236 of them are Americans who on the average spend the most, which represents an increase of 36.7 percent with respect to 1982." He concluded, "Therefore, we agree with DIARIO EL GRAFICO when it declares that we are in full process of making a tourism recovery."

9746

CSO: 3248/1038

BRIEFS

TAIWAN MAKES TRADE OVERTURES--The Government of the Republic of China has invited 16 Guatemalan businessmen to take part in a trade mission to that country, with the purpose of making use of the line of credit granted by the Export-Import Bank to negotiate the purchase of raw materials and to study the possibilities of transfers of technology in the event that new industries are established in Guatemala. The said mission will be headed by the president of the Guatemalan Chamber of Commerce. It will leave on the 13th of this month and will remain in Taipei for approximately 1 week. Persons interested in participating in the said mission can contact the office of the commercial attache to the embassy of the Republic of China on the 10th level of the Torrecafe Building, 7th Avenue 1-20 in zone 4, telephone 318705 and 318715, or they can contact Mr Pedro Yang, president of the Chinese Chamber of Commerce of Guatemala and mission coordinator, at telephone number 8502020. The press communique issued by the embassy of the Republic of China adds that according to reliable sources, the first line of credit for \$5 million has been used satisfactorily in its totality, and the second line, for the same amount, will be granted immediately by the Export-Import Bank. [Text] [Guatemala City EL IMPARCIAL in Spanish 2 Jul 83 pp 1, 9] 9746

COLUMNIST URGES ACTION, NOT WORDS FROM CONTADORA

PA141520 Panama City MATUTINO in Spanish 14 Jul 83 p 8a

["Moyolandia" column by Harmodio Icaza: "Contadora's Zero Hour"--capitalized words published in boldface]

[Text] For some months, the foreign ministers of the countries of the CONTADORA group have been holding closed door meetings in various locations without making known their conclusions, much less their disagreements.

At the same time, all over the world there have been spontaneous and sometimes planned statements of support and backing for their efforts. These efforts have led to reflection, and we must--for lack of an alternative--believe they stem from good faith.

Not very many peace initiatives that emerge unofficially and spontaneously have had so many voices of encouragement and support as the CONTADORA group. International initiatives usually create from the beginning groups of sympathizers and adversaries in accordance with their attitude and origin. But this is not the case for CONTADORA, which seems to please everyone.

However, although everyone seems to have faith in its efforts, it seems that there is something deep down which is preventing CONTADORA from going beyond private talks to action, from simple consultations to at least basic agreements.

The truth is that to those of us who are observing it, CONTADORA does not advance. It lacks action. If it has any specific short or medium term goal no one knows it and at this time my greatest concern is that it will begin to lose its image of being able to achieve a solution.

It unquestionably must face difficulties which in its first phase are nothing but demagogic stances, such as Nicaragua demanding that Honduras dismantle its training bases and withdraw the U.S. advisers and Honduras demanding that Nicaragua dismantle the Soviet-Cuban bases in its territory and withdraw all the Cuban and Soviet "advisers" before either of them sits down to negotiate.

The list of demands and counterdemands can go on forever. Therefore, as a starting point, CONTADORA must demand that ALL parties sit down to negotiate--

without preconditions and with good faith and a sincere desire to achieve peace in the region. If it has not even achieved this, then we must sadly reach the conclusion that CONTADORA has failed.

It is rumored that the group will issue a statement during Bolivar's bicentennial. If such a statement contains a clear, immediate, and functional mandate, it will be welcomed, but if it contains just empty words, romantic recommendations and appeals for good will, then they had better not even bother to read it aloud.

CSO: 3248/1118

PDC LEADER CALLS FOR REVIEW OF ELECTORAL BILL

PA242005 Panama City LA PRENSA in Spanish 23 Jul 83 p 2-d

[Article by Vladimir Sandoval]

[Text] The Christian Democratic Party (PDC) will ask President Ricardo de la Espriella to reject the electoral code bill, returning to the National Legislation Council plenum to have several articles modified, PDC Vice President Guillermo Cochez told LA PRENSA.

"President Ricardo de la Espriella has a commitment to the democratization of this country. It is thus incumbent upon him to reject the electoral code and to return it to the National Legislative Council for modification of some articles that gravely jeopardize the commitment made by the National Government," Cochez said.

According to Cochez, in the electoral code bill, originally the product of a consensus among all of the political parties, 85 percent of which has now been changed by the National Legislative Council, some advantages are taken away from the opposition parties and the pro-government parties are favored.

He indicated that the concept of restricted residence, as approved by the parliamentary chamber, will be applied only to the opposition parties and not to the pro-government parties. Since the Government has control over the corregidores (district magistrates) it will give its candidates residence in those areas that are to their greatest advantage. Such is the case with Rigoberto Paredes, who resides in the Corregimiento of San Francisco in the capital city, but who will run as a candidate for arraijan.

Guillermo Cochez said that in the current electoral code bill, as approved by the National Legislative Council, there are several issues that border on unconstitutionality. He said that according to the bill, the president and the legislators will be chosen from the same ballot, while the constitution provides that the election of the president, legislators, representatives, mayors, and councilmen must be accomplished separately, even if they are elected on the same day.

Cochez said that another issue concerns the electoral registry, which, according to the bill, should be ready 7 months before the elections, or by

4 October at the latest. To comply with this, the preliminary listing must be ready 2 months before the final electorate register is declared, which is contradictory to and inconsistent with the article that establishes that changes of residence may be made 3 months before elections.

Cochez pointed out that if the preliminary listing must be ready 9 months before elections, persons who turn 18 on 4 May 1984, those who have no identification cards, and those who change residence will not be able to vote because they will not appear on the official lists, and those who die between December 1983 and May 1984 will be on the lists, with the subsequent harm to the voters and to the democratization of the country.

CSO: 3248/1118

PPC EXTENSION OF COLLABORATION WITH AP PRAISED

Lima LA PRENSA in Spanish 5 Jul 83 p 10

[Editorial]

[Text] We did not agree on this daily to promote in any way the decision which the Popular Christian Party [PPC] might adopt and which finally it did approve to extend for a year its collaboration with Peru's constitutional and democratic government. It was an independent decision.

But once it was adopted we are pleased to say that we find the decision responsible, patriotic, and mature. We believe that the decision is profitable not only for Popular Action [AP], for the country's higher interest, and for the strengthening of the rule of law under which we live and aspire to remain but also--from a perspective that could be characterized as selfish--for the party headed by Luis Bedoya Reyes itself.

It is true that the exercise of power weakens--even though there are exceptions such as the case of Mrs Margaret Thatcher in Britain. It is also certain that this is a risk which neither the Peruvian president nor his partisans or aides can avoid. Neither is it less certain that there is a nuance--which continues to be appreciated by public opinion even though it seems subtle: The PPC supports the government primarily to consolidate democracy rather than to realize its own program, to collaborate with the AP in the execution of President Fernando Belaunde Terry's program.

On the other hand participation in government provides the PPC with an incomparable opportunity to win experience in the constantly difficult position of power, and to project the image of some of its most conspicuous leaders. In its relatively brief existence the PPC already has more former ministers--officials of a democratic administration, by the way, not of dictatorships--than the Aprista Party has in over five decades.

To put one's shoulder to help carry the cross--the cross of the recession, of fiscal imbalance, of inflation, of economic retrenchment or paralysis--is not a highly successful exercise nor the occasion for enjoyment but rather a task of sacrifice which the country appreciates. In that desolate perspective

there are however signs of relief: The refinancing of foreign debt and the new loans which the minister of economy has just arranged. If additionally the recession should be ending worldwide, we might believe that the worst is over.

The PPC is looking to 1985, to the presidential candidacy of Dr Luis Bedoya. This is an entirely lawful goal. We believe that the search for same may be reinforced--and this is confirmed by public opinion polls--by the PPC's decision to continue cooperating with the Peruvian president.

2662

CSO: 3348/556

TERRORISTS DYNAMITE EXPERIMENTAL STATION

Lima LA PRENSA in Spanish 3 Jul 83 p 1

[Text] Eight hooded terrorists dynamited the installations of the experimental substation of La Molina University located 1 and a half km east of Huaral and then attacked a CAP [Agrarian Production Cooperative] in the Santa Rosa irrigation project, taking away 20 million soles and a pickup truck. No personal injuries were reported.

In their violent incursion with firearms, the terrorists overpowered the guard Teodoro Traslavina and dynamited two tractors, a shelling machine, two threshing machines, a motorcycle, two typewriters, a refrigerator, various tools and 100 bags of cotton.

After causing damage worth over 600 million soles, the communists fled after planting a red flag with the hammer and sickle. All of this took place at 0530 hours in the morning.

Three hours later the same hooded men carrying firearms raided the No 51 Luis Pardo Ltda. CAP 8 km from Sayan where they appropriated 20 million soles and a pickup truck, which they later abandoned in the Esperanza Baja area.

Threat to Huancayo

In the meantime, last night a blackout lasting an hour and 40 minutes was triggered in Huancayo alarming its inhabitants. Simultaneously, in the hills surrounding the city bonfires were lighted displaying "the hammer and sickle."

The editors of the two Huancayo dailies received anonymous letters in which they were requested to publicize "Illuminated Path" propaganda and they were put on notice that if they did not comply their newspaper offices would be blown up.

2662

CSO: 3348/556

BRIEFS

TERRORISTS IN AYACUCHO--Ayacucho, 4 Jul--Six courageous policemen of the checkpoint at Via Los Libertadores [street] today challenged and drove back about 50 terrorists, managing to kill six attackers. A woman who was selling fruit near the checkpoint was wounded but no casualties were reported among the Civil Guard. Four of the dead terrorists have been identified as Willy Daniel Lizaro Chuchon (24), a biology student at the University of Huamanga; Edgard Gomez Quispe (19), a fourth year secondary school student at the San Ramon School; Benjamin Santiago Lopez (18), a painter; and Maximo Will Ochante Sanchez (20), a blue collar worker in Corfa. Of the other two unidentified bodies one was that of a boy of some 15 years of age. In another raid three hooded individuals went to a workshop of the Ministry of Agriculture also located on the Via Los Libertadores and dynamited five vehicles--a bus, two trucks, and two tipcarts of which one belonged to an Agrarian Production Cooperative. In the initial attack which occurred at 1750 hours in the afternoon, the terrorists destroyed a checkpoint with a charge of dynamite and fired a submachine gun. The checkpoint had two floors and was built of adobe. Shortly after the explosions at the Civil Guard checkpoint, Electro Peru [Peruvian Electric Power Company] cut the power in the city at 2000 hours in the evening as a preventive measure. Power was restored 5 minutes later. [Text] [Lima LA PRENSA in Spanish 5 Jul 83 p 1] 2662

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